

Finding of No Significant Impact of the Proposed Extension of SH 195 from Rancier Avenue to Central Drive and Construction of a New Access Control Point On Fort Hood, Texas

1.0 Name of the Action

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Highway Administration (FHWA), proposes to extend State Highway (SH) 195 from Rancier Avenue to Central Drive and construct a new access control point (ACP) on Fort Hood, Texas.

2.0 Description of the Proposed Action and Alternative

Under the Proposed Action, SH 195 would be extended from the SH 195/ Rancier Avenue intersection to Central Drive. This action includes improvements to the existing SH 195/ Rancier Avenue and SH 195/Central Avenue intersections as well as the construction of a detention pond and Access Control Point (ACP) facility. The ACP facility would include a guard booth, a parking area, a capability for video surveillance, and dynamic security barriers. The SH 195 extension would include a four-lane divided roadway with four 140-foot lanes and a 20-foot wide raised median. Motorists traveling northbound on SH 195 would fan out into the five lanes when approaching the ACP facility. Central Drive would be widened to a four-lane undivided facility with a center turn lane that would be 800 feet east and west of its intersection with SH 195. The proposed Central Drive would have two fourteen-foot outside travel lanes, two twelve-foot travel lanes, and one fourteen-foot center turn lane. New traffic signals would be constructed at all the two intersections of SH 195, and for security purposes, both an eight-foot tall fence and metal beam guard fence would be installed. The extended roadway would have a 30 mile per hour (mph) design speed.

Under the No Action Alternative, the proposed SH 195 extension would not occur and the intersection would remain congested. A consultant hired on by TxDOT monitored motorist activity at the study area. Based on historic growth rates, it was estimated that vehicular traffic would increase approximately 20 percent by 2025. This estimated increase in traffic would have an adverse effect on the existing roadway and structure. The No Action Alternative does not address the purpose and need of the proposed project.

3.0 Summary of Environmental Impacts of the Proposed Action

Based on the EA prepared September 2006, which is hereby incorporated by reference, there will be insignificant adverse impacts associated with the proposed extension of SH 195. It is estimated that 10.1 acres of land will be disturbed in this construction project. Long-term, insignificant adverse impacts to land use, soils, storm waters, wastewater, and vegetation are anticipated. Short-term, insignificant adverse impacts to air quality,

noise, and hazardous materials due to construction activities are anticipated. Long-term beneficial impacts to socioeconomics are anticipated. Therefore, no significant impact on human health or the natural environment is anticipated from the Proposed Action. A FNSI is warranted and the preparation of an Environmental Impact Statement (EIS) is not required for this action.

4.0 Public Comment/Review

The Draft EA and FNSI were available for public review for a period of 30 days, beginning September 12th 2006. The Notice of Availability (NOA) will be published in the Killeen Daily Herald. The purpose of this review is to ensure that significant issues are resolved. The documents can be viewed on the following website: <http://www.dpw.hood.army.mil/HTML/PPD/Pnotice.htm>. Copies have also been provided to the Killeen Public Library at 205 East Church Avenue, Killeen, Texas 76541. Comments on the EA and FNSI should be submitted no later than September October 12th 2006 to U.S. Army, HQ III Corps and Fort Hood, ATTN: IMSW-HOD-PWE, Building 4219, 77th Street and Warehouse Avenue, Fort Hood TX 76544-5028 (Attn: Nancy Niemann- 287- 6499).

5.0 Conclusion

Based on the findings of the EA, no significant impact on human health or the natural environment is anticipated from the Proposed Action. A FNSI is warranted and the preparation of an Environmental Impact Statement (EIS) is not required for this action.

Roderick A. Chisholm Date
Director of Public Works

Executive Summary

Environmental Assessment of the Proposed Extension of SH 195 from Rancier Avenue to Central Drive On Fort Hood, Texas

This Environmental Assessment (EA) addresses the potential for adverse or beneficial impacts of the proposed extension of State Highway (SH) 195 from Rancier Avenue to Central Drive on Fort Hood, Texas. The EA describes the purpose and need of the Proposed Action, alternatives considered, existing conditions of the environment, and the anticipated impacts that would result from implementation of the Proposed Action.

Proposed Action

Under the Proposed Action, SH 195 would be extended from the SH 195/ Rancier Avenue intersection to Central Drive. This action includes improvements to the existing SH 195/ Rancier Avenue and SH 195/Central Avenue intersections as well as the construction of a detention pond and access control point (ACP) facility. The ACP facility would include a guard booth, a parking area, a capability for video surveillance, and dynamic security barriers. The SH 195 extension would include a four-lane divided roadway with four 140-foot lanes and a 20-foot wide raised median. Motorists traveling northbound on SH 195 would fan out into the five lanes when approaching the ACP facility. Central Drive would be widened to a four-lane undivided facility with a center turn lane that would be 800 feet east and west of its intersection with SH 195. The proposed Central Drive would have two fourteen-foot outside travel lanes, two twelve-foot travel lanes, and one fourteen-foot center turn lane. New traffic signals would be constructed at all the two intersections of SH 195, and for security purposes, both an eight-foot tall fence and metal beam guard fence would be installed. The extended roadway would have a 30 mile per hour (mph) design speed.

Purpose and Need

The purpose and need of the Proposed Action is to increase traffic capacity at secured entrances to Fort Hood. The Proposed Action would minimize traffic congestion at this location and help meet the future growth and expansion requirements for Fort Hood, Texas. In addition, in August of 2004, Texas Governor Rick Perry met with the Pentagon and State of Texas officials and committed the State to support major military installations by funding infrastructure improvements along with other pro-military programs. Because of Governor Perry's initiative to military installations, additional troops were sent to Texas military facilities, including Fort Hood. The Proposed Action is part of this initiative. Therefore, the project would be owned and maintained by Fort Hood, and no new right-of-way would be required.

Proposed Alternatives

Under the No Action Alternative, the proposed SH 195 extension would not occur and the intersection would remain congested. A consultant hired by TxDOT monitored motorist activity at the study area. Based on historic growth rates, it was estimated that vehicular traffic would increase approximately 20 percent by 2025. This estimated increase in traffic would have an adverse effect on the existing roadway and structure. The No Action Alternative does not address the purpose and need of the proposed project.

Environmental Consequences

Based on the EA prepared September 2006, which is hereby incorporated by reference, there will be insignificant adverse impacts associated with the extension of SH 195. It is estimated that 10.1 acres of area will be used in this extension. Long-term, insignificant adverse impacts to land use, soils, storm waters, wastewater, and vegetation are anticipated. Short-term, insignificant adverse impacts to air quality, noise, and hazardous materials due to construction activities are anticipated. Long-term beneficial impacts to socio economics are anticipated. Therefore, no significant impact on human health or the natural environment is anticipated from the Proposed Action.

Conclusions:

Based upon the results of the EA, it has been concluded that the Proposed Action would not have a significant adverse impact on the environment. Therefore, a Finding of No significant Impact is warranted and an Environmental Impact Statement (EIS) is not required for this action.

Environmental Assessment for the Proposed
Extension of SH 195 from Rancier Avenue to Central Drive and
Construction of a New Access Control Point
On Fort Hood, Texas

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LIST OF ACRONYMS/ABBREVIATIONS

AQCR	Air Quality Control Region
AR	Army Regulation
BCWCID	Bell County Water Control Improvement District
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Emergency Response, Compensation, and Liability Act
CU	Classification Unit
DNL	Day-Night Level
DOIM	Directorate of Information Management
EO	Executive Order
EPA	Environmental Protection Agency
EPCRA	Emergency Planning and Community Right to Know Act
MSA	Metropolitan Statistical Area
MSDS	Material Safety Data Sheet
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act of 1969
NHRP	National Historic Preservation Act
NOA	Notice of Availability
NRCS	Natural Resources Conservation Service
PCPI	Per Capita Personal Income
RCRA	Resource Conservation and Recovery Act
ROI	Region of Influence
SHPO	State Historic Preservation Office
SWPPP	Storm Water Pollution Prevention Plan
TCEQ	Texas Commission on Environmental Quality
TPI	Total Personal Income
TPWD	Texas Parks and Wildlife Department
TxDOT	Texas Department of Transportation
TSCA	Toxic Substances Control Act
USACE	U.S. Army Corps of Engineers
USCB	U.S. Census Bureau
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service

1.0 Introduction

This Environmental Assessment (EA) has been prepared in compliance with the National Environmental Policy Act of 1969 (NEPA) to address the potential effects, beneficial or adverse, associated with the proposed extension of SH 195 on Fort Hood, Texas. Fort Hood is a 217,300-acre U.S. Army installation located in Central Texas, approximately 58 miles due north of Austin and 39 miles southwest of Waco. Fort Hood is one of the Army's premier training installations, and a full range of mission related training activities are conducted, including maneuver exercises for armored units up to brigade level, firing of live weapons, and aviation training. Fort Hood is the home of the U.S. Army's III Corps Headquarters (III Corps), 1st Cavalry Division, 4th Infantry Division (Mechanized), 3rd Armored Cavalry Regiment, and numerous other military commands.

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Highway Administration (FHWA), proposes to extend State Highway (SH) 195 from Rancier Avenue to Central Drive on Fort Hood, Texas. In addition to the extension, TxDOT proposes to construct an Access Control Point (ACP) facility to guard and secure the area. The Proposed Action would be 0.6 mile in length. SH 195 is also known as Fort Hood Street, Rancier Avenue is also known as FM 439 as well as Tank Destroyer Boulevard (common name used on the installation), and Central Drive is also known as Military Avenue. However, for the purpose of this EA, the roads will be known as SH 195, Rancier Avenue, and Central Drive. This project would require approximately 10.1 acres for the construction of the proposed improvements.

1.1 Purpose and Need

The purpose and need of the Proposed Action is to increase traffic capacity at secured entrances to Fort Hood. The Proposed Action would minimize traffic congestion at this location and help meet the future growth and expansion requirements for Fort Hood, Texas. In addition, in August of 2004, Texas Governor Rick Perry met with the Pentagon and State of Texas officials and committed the State to support major military installations by funding infrastructure improvements along with other pro-military programs. Because of Governor Perry's initiative to military installations, additional troops were sent to Texas military facilities, including Fort Hood. The Proposed Action is part of this initiative. Therefore, the project would be owned and maintained by Fort Hood, and no new right-of-way would be required.

1.2 Scope of the document

This EA has been prepared in accordance with the requirements of NEPA (Public Law [PL] 91-190, 1969). NEPA requires all Federal agencies to consider the environmental consequences and impacts in their decision-making process. The intent of NEPA is to protect, restore, or enhance the environment through a well-informed decision-making process. The Council on Environmental Quality (CEQ) was established under NEPA to implement and oversee Federal policy in this process. U.S. Army regulation (AR) 200-2,

Environmental Analysis of Army Actions, implements the CEQ regulations within the Army. This EA is designed to provide sufficient evidence and analysis to inform decision-makers and the public of the likely environmental consequences of the alternatives.

SH 195 is a four-lane, undivided roadway with a total of 80 feet of easement, including 52 feet of pavement and 28 feet of maintained easement. Currently, motorists traveling north on SH 195 must turn eastbound on Rancier Avenue or westbound, entering the installation. Rancier Avenue is a four-lane roadway that extends from Fort Hood into the City of Killeen. Tank Destroyer Boulevard is a four-lane roadway that extends from SH 195 into Fort Hood. Central Drive is an east to west, two-lane, undivided arterial roadway located approximately 0.6 mile north of the SH 195/ Rancier Avenue intersection. Central Drive is the northern terminus of the project.

Figure 1.2.1 – Map of the proposed construction areas



This EA identifies, documents, and evaluates the potential environmental effects of the proposed extension of SH 195 from Rancier Avenue to Central Drive, and the construction of the new ACP. Section 2.0 describes the Proposed Action and the No Action Alternative. Section 3.0 describes existing environmental conditions, and the sites that could be affected by the alternative. Section 4.0 identifies potential

environmental effects that could occur upon implementation of the Proposed Action and the subsequent cumulative impacts.

2.0 Proposed Action and Alternatives Considered

Under the Proposed Action, SH 195 would be extended from the SH 195/ Rancier Avenue intersection to Central Drive. This action includes improvements to the existing SH 195/ Rancier Avenue and SH 195/Central Avenue intersections as well as the construction of a detention pond and access control point (ACP) facility. The ACP facility would include a guard booth, a parking area, a capability for video surveillance, and dynamic security barriers. The SH 195 extension would include a four-lane divided roadway with four 140-foot lanes and a 20-foot wide raised median. Motorists traveling northbound on SH 195 would fan out into the five lanes when approaching the ACP facility. Central Drive would be widened to a four-lane undivided facility with a center turn lane that would be 800 feet east and west of its intersection with SH 195. The proposed Central Drive would have two fourteen-foot outside travel lanes, two twelve-foot travel lanes, and one fourteen-foot center turn lane. New traffic signals would be constructed at all the two intersections of SH 195, and for security purposes, both an eight-foot tall fence and metal beam guard fence would be installed. The extended roadway would have a 30 mile per hour (mph) design speed.

Figure 2.0.1 SH 195 and Rancier Avenue Intersection



Figure 2.0.2 Existing ACP



Two Alternatives were considered for this project, the Proposed Alternative and the No Action Alternative. No additional alternatives were able to address the purposed and need of the proposed project.

Under the No Action Alternative, the proposed SH 195 extension and construction of a new ACP would not occur and the intersection would remain congested. A consultant hired by TxDOT monitored motorist activity at the study area. Based on historic growth rates, the study estimated that vehicular traffic would increase approximately 20 percent by 2025. This estimated increase in traffic would have an adverse effect on the existing roadway and structure. The No Action Alternative does not address the purpose and need of the proposed project.

3.0 Affected Environment

The affected environment is the baseline against which potential impacts caused by the Proposed Action are assessed. This section focuses on those resources and conditions that may be affected by activities resulting from the construction of the proposed SH 195 extension and new ACP. The resources present within the footprint of, and immediate area surrounding, the Proposed Action are included in this analysis. Those resources that are either not present within the area, or would not be affected by the alternatives are not analyzed in this document.

Resources eliminated from further study include ground water, floodplains, fish and wildlife, threatened or endangered species, and cultural resources.

Ground water and the quality of nearby surface water bodies should not be significantly impacted due to the use of controls and other Best Management Practices (BMPs) outlined in the Storm Water Pollution Prevention Plan (SWPPP) that is required for the construction site.

Fish and wildlife were eliminated from further study due to their infrequency on the subject property. Because the properties lie within the Main Cantonment area of the installation, few animals are found on the properties, and they would not be affected by the new construction. There are no occurrences of threatened or endangered species on the subject property.

Cultural resources were eliminated from further study because no known cultural or historic sites are present on the subject sites. See attached Appendix A for TxDOT archeological assessments.

3.1 Land Use

SH 195 is a four-lane undivided roadway with a total of 80 feet of easement, including 52 feet of pavement and 28 feet of maintained easement. Rancier Avenue is a four-lane roadway that extends from Fort Hood into the City of Killeen.

The project area is located near a single-family housing development, Wainwright Heights Village. There are several commercial structures on the southeast corner of Rancier Avenue and SH 195.

3.2 Aesthetics and Visual Resources

The subject property of the SH 195 extension consists of grasses and isolated trees that were associated with a golf course that has been abandoned since 1999 and is now used as a park for walkers and runners. This recreational area is adjacent to the subject property. Because of an already existing ACP and roadway, there will be long-term insignificant impacts to aesthetics and visual resources.

3.3 Geology and Soils

Soils observed in the subject area are composed of Brackett-Topsey Association and Slidell Silty Clay. See figures below for locations of soil types.

Figure 3.3.1- Soils in the Subject Area



3.4 Water

Water Quality

Rain events may cause runoff from the site to end up in nearby waters. Ground water and the quality of nearby surface water bodies will not be significantly impacted due to the use of controls and other Best Management Practices (BMPs) outlined in the Storm Water Pollution Prevention Plan (SWPPP) that is required for the construction site. Use of the Integrated Pest Management Plan minimizes any impacts to water quality due to use and runoff of pesticides when they are applied near the proposed project areas.

Waters of the U.S.

A channelized drainage feature is on and adjacent to the subject property and the Proposed Action would cross waters of the U.S. in the central portion of the project corridor. A relatively small wetland, approximately 30 feet wide, is located adjacent to

this drainage. The drainage feature and its associated wetland are considered jurisdictional waters of the U.S., under Section 404 of the Clean Water Act. The proposed SH 195 extension project and ACP will impact .07 acres of jurisdictional waters.

Figure 3.4.1 Wetland Area



Figure 3.4.2 Wetland Area



3.5 Biological Resources

3.5.1 Vegetation

The vegetation located on these properties is a mix of grasses. The dominant grass on the subject property include perennial ryegrass (*Lolium perrene*), common bermudagrass (*Cynodon dactylon*), and King Ranch bluestem (*Bothriochloa ischaemum*). Various tree types are spread throughout the corridor and have estimated heights of 15 to 75 feet with an average height of 35 feet. The diameters of the trees range from six to thirty-six inches and average at nine inches. Dominant trees include Ashe juniper (*Juniperus ashei*), live oak (*Quercus virginiana*), Arizona ash (*Fraxinus velutinus*), Texas ash (*Fraxinus texensis*), whitemulberry (*Morus alba*), Texas sugarberry (*Celtis laevigata*), arbor vitae (*Thuja orientalis*), cedar elm (*Ulmus crassifolia*), American elm (*Ulmus americana*), cottonwood (*Populus deltoides*), and American sycamore (*Platanus occidentalis*). In addition to the trees described above, several oleander (*Nerium oleander*) and redtip photinia (*Photinia glabra*) shrubs are also scattered throughout the area.

Native trees are spread throughout these properties and may be disturbed during the construction process. All native trees are protected native species on Fort Hood and are subject to the ten to one replacement rule, as written in Fort Hood's Installation Design Guide (IDG). The IDG states that for every one native tree that is removed from the Cantonment Area of Fort Hood, ten native trees must be planted to replace the tree that

was removed. The replacement trees must be chosen from Fort Hood's Landscaping Memorandum of Instruction (MOI). Preservation of native trees is preferred over replacement. Juniper (cedar) trees are not a protected species on Fort Hood.

3.6 Air Quality

Fort Hood is located in Bell and Coryell Counties, which are within the Austin-Waco Intrastate Air Quality Control Region (AQCR). Ambient air quality for this area is labeled as an unclassifiable attainment for all critical pollutants. Unclassifiable areas are those areas that have not had ambient air monitoring and are assumed to be in attainment with National Ambient Air Quality Standards (NAAQS). Since current and projected traffic volumes do not exceed 20,000 vehicles per day, for both the estimated time of completion and 20 years after completion of the project, the project site is therefore exempt from a Traffic Air Quality Analysis because previous analyses of similar projects did not result in a violation of NAAQS.

Fort Hood is considered a major source for all criteria pollutants because of its potential to emit certain criteria pollutants including CO, NO_x, SO₂, VOC, and PM₁₀. Existing air emission sources are subject to Maximum Achievable Control Technology standard. The TCEQ approved Fort Hood's Title V Federal Operating Permit on October 29, 2001, and currently conducts annual compliance inspections at Fort Hood. The Title V Operating Permit must be renewed every 5 years, and the current new permit is in the process of being renewed.

3.7 Noise

Noise levels are computed over a 24-hour period and adjusted for nighttime annoyances to produce the day-night average sound level (DNL). DNL is the community noise metric recommended by the USEPA and has been adopted by most Federal agencies (USEPA 1972; Federal Interagency Committee on Noise 1992). ADNL of 65 dB is the level most commonly used for noise planning purposes and represents a compromise between community impact and the need for activities that do cause noise. Areas exposed to DNL above 65 dB are generally not considered suitable. A DNL of 55 dB was identified by USEPA as a suitable level below which there is no adverse impact (USEPA 1973).

Noise sensitive areas are located near the subject property. Aircraft and range activities cause the most common public noise complaints throughout Fort Hood. The complaints usually are not due to the effect of the noise on humans, but rather the effect on livestock startled by sudden noise that cause damage to facilities or structures (USACE 1999). There are no livestock or free-range domestic animals living near the construction area.

Traffic noise is generally caused by vehicle's tires, engines, and exhaust. Because the Proposed Action will allow more flow of traffic in the future, traffic noise impacts have been evaluated by TxDOT officials and will have no impact on the subject area.

3.8 Socioeconomics

The socioeconomic Region of Influence (ROI) of the subject property encompasses a portion of Fort Hood in Bell County, Texas. Bell County is part of the Killeen-Temple Fort Hood Metropolitan Statistical Area (MSA) with a 2005 population of 351,528 (Real Estate Center 2005¹). The total population of Bell County was estimated to be 256,057 in 2005. This is a slight increase over the 2004 population of 250,466². The demographics are provided below:

3.8.1 Figure Population Statistics for Bell County³ (U.S. Census Bureau, 2005).

	Number	Percent	U.S.
Total population	237,974		
Male	119,467	50.2	49.1%
Female	118,507	49.8	50.9%
<u>Median age</u> (years)	29.2	(X)	35.3
Under 5 years	21,100	8.9	6.8%
18 years and over	169,236	71.1	74.3%
65 years and over	20,865	8.8	12.4%
One <u>race</u>	228,805	96.1	97.6%
White	150,900	63.4	75.1%
Black or African American	48,624	20.4	12.3%
American Indian and Alaska Native	1,719	0.7	0.9%
Asian	6,097	2.6	3.6%
Native Hawaiian and Other Pacific Islander	1,141	0.5	0.1%
Some other race	20,324	8.5	5.5%
Two or more races	9,169	3.9	2.4%
Hispanic or Latino (of any race)	39,701	16.7	12.5%

3

The total number of jobs in Bell County in 2004 was 114,581, a decrease from the 2000 figure of 121,181. (USCB 2004a, USCB 200.) The 2002 unemployment rate was 3.7 percent, which is slightly lower than the state unemployment rate of 3.8 percents. Approximately 12.1 percent of the total population lives in poverty. This is slightly less than the estimated 15.4 percent of the state population that lives in poverty (USCB 200a, USCB 200b).

¹ <http://recenter.tamu.edu/data/popm00/pcbsa28660.html>

² Ibid.

³ U.S. Census Bureau (hyperlink below)

http://factfinder.census.gov/servlet/SAFFacts?_event=Search&geo_id=&geoContext=&street=&county=Bell+County&cityTown=Bell+County&state=04000US48&zip=&lang=en&sse=on&pctxt=fph&pgsl=010

The 2002 annual Total Personal Income (TPI) for Bell County was \$6,274.479. Bell County's TPI ranked 17th in the state and accounted for one percent of the state total. The Per Capita Personal Income (PCPI) for Bell County was 25, 581 in 2002. Bell County's PCPI ranked 60th in the state and was 88 percent of the state average (\$29,039) and 83 percent of the national average (\$30, 906) (U.S. Bureau of Economic Analysis 2005).

In 2000, there were 92,782 housing units in Bell County with 85,507 of these houses currently occupied. Approximately 56,282 of the housing units are one-unit, detached structures with the rest existing as multi-unit housing, mobile homes, or boats, recreational vehicles, or vans (USCB 2000c).

Currently, twelve family housing villages are located on the installation and are managed by Fort Hood Family Housing. These villages include community facilities such as schools, community centers, swimming pools, and child development centers. In addition, the villages provide community amenities such as community halls, sports facilities, parks, and playgrounds. There are retail facilities located in several of the villages as well as a Post Exchange and commissary. These large retail facilities are located on Clear Creek Road.

3.9 Environmental Justice/Protection of Children from Health and Safety Risks

Executive Order (E.O) 12898 "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," dated February 11, 1994, as amended by EO 12948 dated February 1, 1995, requires all Federal agencies to identify and address disproportionately high and adverse effects of its programs, policies and activities on minority and low-income populations. Since the project area has a large population of minorities, particularly groups claiming African American and Hispanic or Latino origin and low-income populations, E.O. 12898 will be addressed in this EA.

E.O. 13045 "Protection of Children from Environmental Health Risks" dated April 21 1997 requires Federal agencies to identify and address the potential to generate disproportionately high environmental health and safety risks to children. This E.O. was prompted by the recognition that children, still undergoing physiological growth and development, are more sensitive to adverse environmental health and safety risks than are adults.

3.10 HAZARDOUS AND TOXIC MATERIALS

Hazardous waste, hazardous materials, and toxic substances include those substances defined as hazardous by the Emergency Planning and Community Right to Know Act (EPCRA), Comprehensive Emergency Response, Compensation, and Liability Act (CERCLA), the Resource Conservation and Recovery Act (RCRA), or the Toxic Substances Control Act (TSCA). In general, they include substances that, because of their quantity, concentration, or physical, chemical, or toxic characteristics, may present

substantial danger to public health or welfare or to the environment when inappropriately released.

Unserviceable materials and used products are managed at the Fort Hood Classification Unit (CU) for in-house users. Contractors are required to provide Material Safety Data Sheets (MSDSs) and product labels for all hazardous and toxic materials used during construction on the installation. Further, the contractor should store and dispose of these products in coordination with the Classification Unit on Fort Hood.

3.11 Utilities

Water Supply

Potable water on Fort Hood is obtained from the Bell County Water Control Improvement District (BCWCID) #1, which guarantees a delivery of 16.0 million gallons/day (mgd) (USACE 2003). BCWCID #1 obtains its water from Belton Lake. It is anticipated that the SH 195 extension and ACP will continue to use this service for any new facilities.

Sanitary Sewer

Fort Hood and the City of Killeen are served by Treatment Plants #1 and #2 of the BCWCID #1. Half of Treatment Plant #1's capacity of 15.0 mgd is reserved for Fort Hood. Treatment plant #2 has an additional reserve capacity of 3.0 mgd and adjacent land is available to construct another treatment plant with a capacity of 6.0 mgd (USACE 2003). It is anticipated that the proposed SH 195 extension and ACP will continue to use this service for any new facilities.

Electric Power

Texas Utilities Electric Company provides electricity to the Fort Hood area through two 138,000-volt transmission lines (USACE 1999). It is anticipated that the proposed SH 195 extension and ACP will continue to use this service for any new facilities.

Natural Gas

The Lone Star Gas Company provides a guaranteed annual delivery of 1,300,000 thousand cubic feet (MCF). It is anticipated that the proposed SH 195 extension and ACP will continue to use this service for any new facilities.

4.0 Environmental Consequences

The environmental consequences section addresses the direct and indirect impacts of the construction of the proposed SH 195 extension and ACP. Direct impacts are caused by the action and occur at the same time and place. For the purposes of this EA, direct impacts are those caused by the demolition of current structures and construction of the SH 195 extension. Indirect impacts are caused by actions that are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect impacts are those subsequent impacts associated with use or development of the subject properties. Impacts are defined as “short-term” (those impacts which would occur prior to or during construction), or “long-term” (those impacts expected to last beyond the duration of construction).

As outlined in the beginning of section 3.0, only those resources that potentially could be impacted as a result of direct or indirect impacts are addressed in the following section.

4.1 Land Use

4.1.1 Proposed Action

Under the Proposed Action, the land use will be similar to the surrounding developing area and will be placed on a previously disturbed green grass site. SH 195 is a four-lane roadway and the Proposed Action would extend the existing roadway. The project would extend SH 195 from Rancier Avenue through an abandoned golf course and terminate at Central Drive.

Insignificant, long-term impacts to land use are anticipated as a result of the SH 195 extension and ACP. The Proposed Action is located near a residential area, but is consistent with the development of the area.

4.1.2 No Action Alternative

Under the No Action Alternative, the SH 195 extension and ACP would not be constructed. There would be no new land disturbance and Fort Hood would continue to operate with the existing roadway rather than extending and expanding the roadway infrastructure. There would be no impacts to land use as a result of the No Action Alternative.

4.2 Aesthetics and Visual Resources

4.2.1 Proposed Action

Under the Proposed Action, the development of the SH 195 extension and ACP will not change the area visually because it is consistent with existing development in the occurring area. As a result, long-term insignificant impacts to aesthetics and visual resources will occur.

4.2.1 No Action Alternative

Under the No Action Alternative, the SH 195 extension and ACP would not be constructed. There would be no new land disturbance and Fort Hood would continue to operate with the existing roadway rather than extending and expanding the roadway infrastructure. There would be no impacts to aesthetics and visual resources as a result of the No Action Alternative.

4.3 Geology and Soils

4.3.1 Proposed Action

Construction of the proposed SH 195 extension and ACP would involve standard construction activities, including clearing, grading, and paving. Construction activities will be evaluated to determine the erosion potential of the soils, and erosion control designs will be incorporated into construction plans. Increased runoff and erosion could occur during construction of the sites due to removal of vegetation, exposure of soil, and increased susceptibility to wind and water erosion. However, these effects will be minimized by the use of appropriate best management practices for controlling runoff, erosion, and sedimentation. These practices include, but are not limited to, silt fences, straw bale (containing native grass species) dikes, diversion ditches, rip-rap channels, water bars, and water spreaders. With the implementation of best management practices, impacts to soils are expected to be insignificant.

4.3.2 No Action Alternative

Under the No Action Alternative, the SH 195 extension and ACP would not be constructed. There would be no new land disturbance and Fort Hood would continue to operate with the existing roadway rather than extending and expanding the roadway infrastructure. There would be no impacts, beneficial or adverse, to geology or soils as a result of the No Action Alternative.

4.4 Water

4.4.1 Proposed Action

Water Quality

Storm Water

Construction of the Proposed Action will have long-term, insignificant effects from increased impervious surface area and a subsequent increase in storm water runoff. Adherence to proper storm water management engineering practices, applicable regulations, codes, permit requirements, and low-impact development techniques will reduce storm water runoff-related impacts to a level of insignificance. Also, a water detention pond will be constructed at the southwest end of the project area to avoid

impacts off the installation. Prior to the construction of the proposed extension of SH 195, a SWPPP is required to be submitted to the TCEQ.

Wastewater

There will be a long-term, insignificant impact to wastewater from the proposed extension of SH 195. The BCWCID is capable of treating 21 million gallons per day (mgd) of wastewater. In an average year, the BCWCID treats 4.4 billion gallons of wastewater. The BCWCID should have adequate capacity to meet future development needs and there should be no significant impacts as a result of implementing the Proposed Action. However, prior to any construction activities, Fort Hood will coordinate with the BCWCID to ensure they have adequate capacity to meet the facilities' needs.

Waters of the U.S.

The proposed SH 195 extension will cross a water of the U.S. that supports an existing wetland complex in the central portion of the project area. The total area of waters of the U.S. within the proposed extension which could be potentially impacted is approximately 0.20 acres. However, the total area that would be permanently impacted by the Proposed Action is approximately 0.07 acres. See Figure 4.4.1.1 for area affected.

Figure 4.4.1.1

Waters of the U.S. within the Subject Property (acres)		Permanent Impacted Area (acres)	
Stream	Wetland	Stream	Wetland
0.07	0.13	0.05	0.02
Total		Total	
.20		0.07	

The proposed construction will fall under Nationwide Permit 14 for Section 404 of the Clean Water Act (CWA) impacts. However, because some proposed fill would be within the wetland area, which is a special aquatic site under the CWA, a Pre-Construction Notification (PCN) to the United States Army Corps of Engineers (USACE) is required.

4.4.2 No Action Alternative

Under the No Action Alternative, the SH 195 extension and ACP would not be constructed. There would be no new land disturbance and Fort Hood would continue to operate with the existing roadway rather than extending and expanding the roadway infrastructure. There would be no impacts, beneficial or adverse, to water quality or waters of the U.S.

4.5 Biological Resources

4.5.1 Vegetation

4.5.1.1 Proposed Action

Insignificant, direct impacts will result from construction activities and include a direct loss of several acres of vegetation. This loss of vegetation will consist of native grasses and possible native trees. Modification of the landscape during construction phases is not anticipated to result in any significant impacts on species diversity or significant impacts to the quality of the vegetative community within the project area. All native trees that are removed are protected species on Fort Hood and are subject to the ten to one replacement rule, as provided in Fort Hood's Installation Design Guide (IDG).

As a result of coordination with TxDOT and Fort Hood, two large American elm trees that would have been impacted will be avoided.

4.5.1.2 No Action Alternative

Under the No Action Alternative, the SH 195 extension and ACP would not be constructed. There would be no new land disturbance and Fort Hood would continue to operate with the existing roadway rather than extending and expanding the roadway infrastructure. There would be no impacts, beneficial or adverse, to vegetation as a result of the No Action Alternative.

4.6 Air Quality

4.6.1 Proposed Action

Under the Proposed Action, direct, intermittent, insignificant effects will be expected within the AQCR as a result of the SH 195 expansion and new ACP. Heavy construction equipment and trucks will emit minor amounts of NO_x, PM₁₀, CO, SO_x, and VOCs. Although these construction activities would produce dust and particulate matter, these actions pose no significant impact on air quality. Fugitive dust emissions can easily be controlled and minimized by using standard construction practices such as periodically wetting the construction area, covering open equipment used to convey materials, and promptly removing spilled or tracked dirt from streets. Since the proposed construction area is located within an unclassifiable/attainment area for all criteria pollutants, General Conformity Rule requirements are not applicable.

4.6.2 No Action Alternative

Under the No Action Alternative, the SH 195 extension and new ACP would not be constructed. There would be no new land disturbance and Fort Hood would continue to operate with the existing roadway rather than extending and expanding the roadway infrastructure. There would be no impacts, beneficial or adverse, to air quality as a result of the No Action Alternative.

4.7 Noise

4.7.1 Proposed Action

Construction activities will temporarily increase noise levels at locations immediately adjacent to the SH 195 construction site. Noise levels created by construction equipment would vary greatly depending on factors such as the type of equipment, the specific model, the operation being performed, and the condition of the equipment. The equivalent sound level of the construction activity also depends on the fraction of time that the equipment is operated over the time period of construction. Heavy equipment such as backhoes and dump trucks would cause short-term, localized, insignificant increases in noise levels during construction of the sites.

Most construction activities will produce only short-term noise level increases. Construction would occur only during daylight hours, thus reducing the DNLs and the potential to cause annoyances. Since construction would only occur during daylight hours, these short-term increases are not expected to substantially affect adjacent noise sensitive receptors or wildlife areas. If the use of dynamite, pile drivers, or any extreme noise-making device associated with construction were to become prevalent, a noise study and mitigation measures would be considered.

A traffic noise analysis was done by TXDOT and will be provided to local officials to enable future developments to be planned, designed, and programmed in a manner that would avoid traffic noise impacts. From this analysis it was determined the project would not have an impact on traffic noise.

4.7.2 No Action Alternative

Under the No Action Alternative, the SH 195 extension and new ACP would not be constructed. There would be no new land disturbance and Fort Hood would continue to operate with the existing roadway rather than extending and expanding the roadway infrastructure. There would be no impacts, beneficial or adverse, to noise as a result of the No Action Alternative.

4.8 Socioeconomics

4.8.1 Proposed Action

The labor for the construction of the SH 195 extension and new ACP would be provided by local or regional contractors, resulting in direct, insignificant increases in the population of the project area. Materials and other project expenditures would predominantly be obtained through merchants in the local community resulting in direct economic benefits. The proposed construction of the SH 195 extension and ACP would not be expected to increase burdens on local social resources. Safety buffer zones would be designated around all construction sites to ensure public health and safety to keep persons and children away from the construction area. No displacement would

result from this action and therefore there would be no impacts to housing in this area. Consequently, no long-term adverse impacts to socioeconomics are expected. Beneficially, increased accessibility between Fort Hood and the City of Killeen would increase traffic flow and could spur economic growth in the SH 195 corridor.

4.8.2 No Action Alternative

Under the No Action Alternative, the SH 195 extension and new ACP would not be constructed. There would be no new land disturbance and Fort Hood would continue to operate with the existing roadway rather than extending and expanding the roadway infrastructure. There would be no impacts, beneficial or adverse, to socioeconomics as a result of the No Action Alternative.

4.9 Environmental Justice/Protection of the Children from Health and Safety Risks

4.9.1 Proposed Action

Environmental Justice

Minorities account for a large portion of the local population, particularly groups claiming African American, Hispanic or Latino origin, and low-income populations. The study area has a population that is composed of a significantly greater proportion of minorities and the groups exhibit a significantly lower median household income. The construction of the proposed SH 195 extension and ACP would be in compliance with E.O. 12898 and will have beneficial impacts on environmental justice. Improvements to the intersection are expected to benefit the traveling public and the lower income populations living nearby by reducing waiting time and stress. Additionally, economic growth could potentially change property values, which may result in rezoning of residential areas to commercial along the Killeen corridor.

Protection of Children from Health and Safety Risks

Numerous types of construction equipment such as backhoes, bulldozers, graders, dump trucks, and other large construction equipment would be used throughout the duration of construction activities on the proposed extension of SH 195 and ACP. During construction, safety measures would be followed to protect the health and safety of residents and children. Barriers and “No Trespassing” signs would be placed around construction sites to deter children from playing in these areas, and construction vehicles and equipment would be secured when not in use. Since the construction area would be flagged or otherwise fenced, issues regarding Protection of Children are not anticipated.

4.9.2 No Action Alternative

Under the No Action Alternative, the SH 195 extension and new ACP would not be constructed. There would be no new land disturbance and Fort Hood would continue to

operate with the existing roadway rather than extending and expanding the roadway infrastructure. There would be no impacts, beneficial or adverse, to environmental justice and protection of the children as a result of the No Action Alternative.

4.10 Hazardous and Toxic Materials

4.10.1 Proposed Action

Direct, insignificant impacts to hazardous and toxic materials would be expected as a result of construction activities on the proposed expansion of SH 195 and new ACP. Potentially hazardous materials would likely be on-site during construction such as paints, asphalt, fuels, and motor oils for construction vehicles. Persons working with or near fresh paint and asphalt should protect themselves by wearing appropriate clothing, washing their hands before eating or smoking, and bathing at the end of each workday. Construction equipment that could be used contains fuel, lubricating oils, hydraulic fluid, and coolants that could be regulated hazardous substances if they spilled or leaked on the construction site. The construction contractors would be responsible for the prevention of spills of paint and fuels. Spills should be prevented by proper storage and handling of these materials, attention to the task at hand, and safe driving.

During construction activities, vehicles and equipment would be inspected to ensure correct and leak-free operation, and maintenance activities would not be conducted on the site. Appropriate spill containment materials would be kept on site. All fuels and other materials that would be used should be contained in the equipment or stored in appropriate containers. All materials would be removed from the site upon completion of construction activities.

Some materials, while essentially inert under normal conditions, can be potentially hazardous in specific circumstances. Wood and dry concrete can generate airborne particulates as they are cut or sanded. To protect against the impacts of such particulates, workers should wear facemasks and safety glasses when performing these tasks. Wood and other construction materials are also flammable. Establishing dedicated smoking areas and prohibiting open flames near flammable materials greatly reduces the risk of fire.

4.10.2 No Action Alternative

Under the No Action Alternative, the SH 195 extension and new ACP would not be constructed. There would be no new land disturbance and Fort Hood would continue to operate with the existing roadway rather than extending and expanding the roadway infrastructure. There would be no impacts, beneficial or adverse, to hazardous and toxic materials as a result of the No Action Alternative.

4.11 Utilities

4.11.1 Proposed Action

Water, sewer, electrical, and gas lines would have to be installed in the project area. These additional disturbances will be addressed in later supplemental environmental documentation. These utilities will be a direct, insignificant impact to the soils and vegetation. Prior to any construction activities, Fort Hood should coordinate with the appropriate utility suppliers and transportation officials to ensure they have capacity to incorporate the proposed extension of SH 195 and construction of the ACP into the required systems.

4.11.2 No Action Alternative

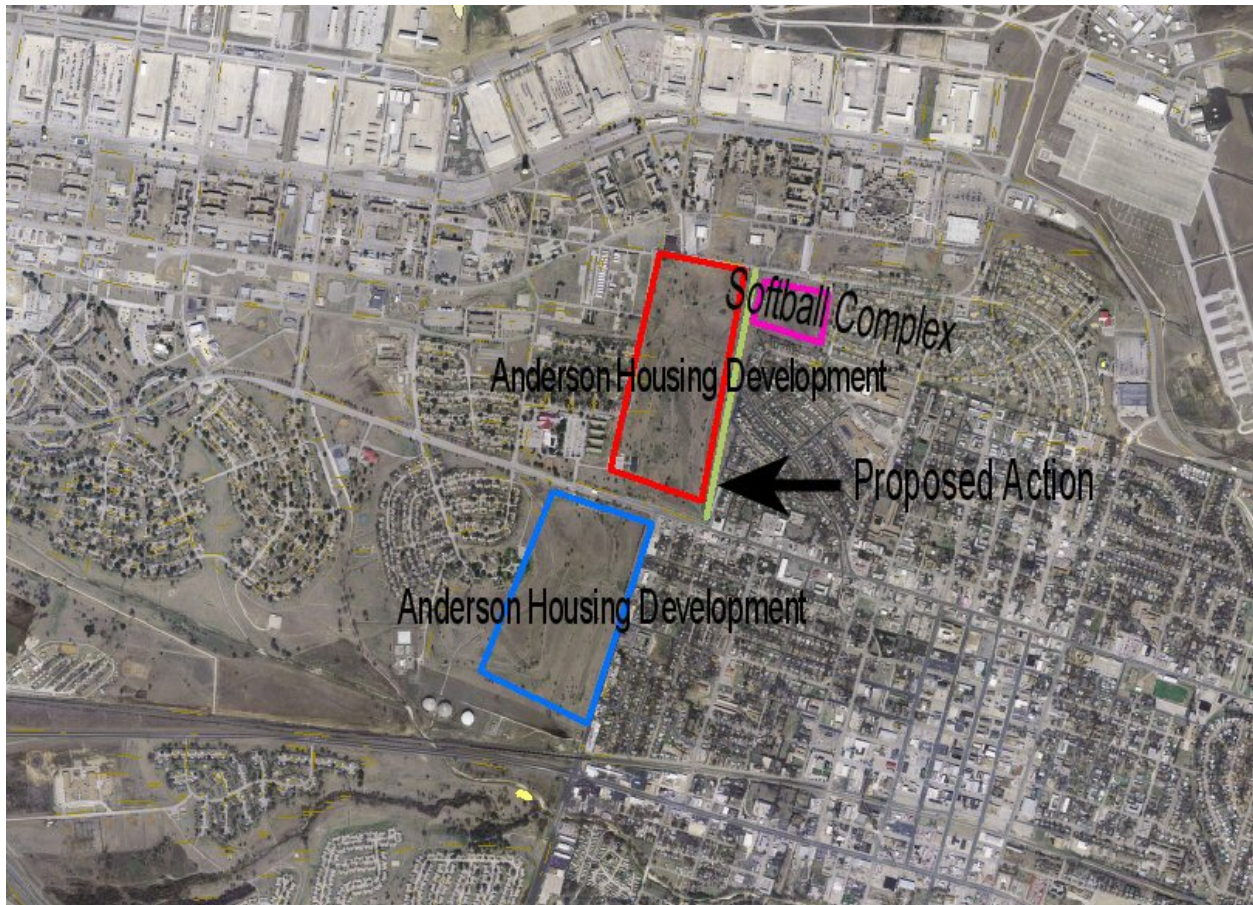
Under the No Action Alternative, the SH 195 extension and new ACP would not be constructed. There would be no new land disturbance and Fort Hood would continue to operate with the existing roadway rather than extending and expanding the roadway infrastructure. There would be no impacts, beneficial or adverse, to utilities as a result of the No Action Alternative.

4.12 Cumulative Impacts

CEQ regulations implementing the procedural provisions of NEPA require Federal agencies to consider the cumulative impacts of a proposal (40 CFR 1508.25 (c)). A cumulative impact on the environment is the impact that results from the incremental impact of an action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non Federal) or person undertakes such other actions (40 CFR 1507.7). This type of an assessment is important because significant cumulative impacts can result from several smaller actions that by themselves do not have significant impacts.

Currently there are two projects in the surrounding area of the Proposed Action.

Figure 4.12.1- Proposed Project Areas



Anderson Housing Development

A new housing development is proposed for construction in the surrounding area of the SH 195 expansion and new ACP. The area proposed is the old Anderson Golf Course, which was abandoned in 1999 and has been used as a park for walkers and joggers. The proposed housing development is adjacent to an existing residential area, Patton Park. The new housing development is proposed to have 83 units in the first phase of the construction and 149 in the second phase. All environmental impacts will be addressed in the form of an Environmental Impact Statement (EIS), an Environmental Assessment (EA), or a Record of Environmental Consideration (REC).

Softball Complex

A new softball complex is proposed for construction north of the proposed SH 195 extension and new ACP. The proposed softball complex is located off Central Drive and is adjacent to Walker Village, a residential area. All environmental impacts will be addressed in the form of an Environmental Impact Statement (EIS), an Environmental Assessment (EA), or a Record of Environmental Consideration (REC).

Although plans for this area show an increase in facilities, there would be no significant environmental impacts. Because there is an increase in facilities, there is the potential for an increase in population which will can result in a higher demand on services such as water and utilities. This increase in development could also cause more emissions in the surrounding area from traffic flow. Although impacts will occur from these increases, they will be long-term insignificant impacts due use of best management practices. All environmental impacts for future projects will be addressed in the form of an Environmental Impact Statement (EIS), an Environmental Assessment (EA), or a Record of Environmental Consideration (REC).

Impacts to waters due to disturbance of soil will be greatly minimized due to best management of construction sites and adherence to the requirements set forth in a Storm Water Pollution Prevention Plan (SWPPP). Short-term, insignificant impacts to air quality are anticipated due to machinery and dust during construction phases. Noise is also common for this segment of the cantonment area, and will only be increased slightly during construction phases. Vegetation and animal life are anticipated to be impacted in the short-term, but not significantly, since this area is already in the cantonment area. Any native trees that are removed for any project would be replaced at a 10:1 ratio, as discussed previously.

Cumulatively, water quality may be temporarily affected by the proposed extension of SH 195 and new ACP, in conjunction with the above-mentioned projects. The Proposed Action and the two projects in the surround areas will drain into Nolan Creek/South Creek. These impacts are anticipated to be temporary, adverse impacts, and are not anticipated to be significant. Best management practices and appropriate storm water controls, including the implementation of a SWPPP on each of the construction sites exceeding one acre in size, will minimize any impacts that could occur.

5.0 Conclusion

Based on the EA prepared September 12th 2006, which is hereby incorporated by reference, there will be insignificant adverse impacts associated with the proposed extension and construction of SH 195 and the new ACP. It is estimated that 10.1 acres of land will be disturbed in this construction project. Long-term, insignificant adverse impacts to land use, soils, storm waters, wastewater, and vegetation are anticipated. Short-term, insignificant adverse impacts to air quality, noise, and hazardous materials due to construction activities are anticipated. Long-term beneficial impacts to socioeconomics are anticipated. Therefore, no significant impact on human health or the natural environment is anticipated from the Proposed Action. A FNSI is warranted and the preparation of an Environmental Impact Statement (EIS) is not required for this action.

6.0 Public Involvement

This section discusses consultation and coordination that have and will during preparation of this document. This would include contacts that are made during the development of alternatives and writing of the EA. Formal and informal coordination will be conducted during the draft phase with the following agencies:

- Texas State Historic Preservation Office (SHPO)
- Texas Commission on Environmental Quality (TCEQ)
- Texas Department of Transportation (TxDOT)

7.0 Public Review

The Draft EA and FNSI will be available for public review for a period of 30 days, beginning September 2006. The Notice of Availability (NOA) will be published in the Killeen Daily Herald. The purpose of this review is to ensure that significant issues are resolved. The document can be viewed on the following website:

<http://www.dpw.hood.army.mil/HTML/PPD/Pnotice.htm> . Copies have also been provided to the Killeen Public Library at 205 East Church Avenue, Killeen Texas 76541. Comments on the EA and FNSI should be submitted no later than October 12th 2006 to: U.S. Army HQ III Corps and Fort Hood, ATTN: IMSW-HOD-PWE, Building 4612 A, Engineer Drive, Fort Hood, TX 76544-5028, Attn: Nancy Niemen (phone 254-287-6499)

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9.0 List of Preparers

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